

To whom it may concern:

I am a mechanic on the MV-22 Osprey. I work for VMFT-204 in New River, NC. The tape I have included contains a brief that was given by the commanding officer of VMFT-204, LtCol Lieberman. In this brief he directs us to lie about aircraft reporting until "milestone 3." Milestone 3 is when the Bell And Boeing go into full rate production. What we have been doing is reporting aircrafts that are down, as in they can't fly, as being up, as in full mission capable. This type of deception has been going on for over 2 years, however this is the first time it will affect safety. During the test period maintenance records were accurate and the test report writers would just throw out the data they didn't like. Now, maintainers are being told they have to lie on maintenance records to make the numbers look good. This is not what caused the previous 2 mishaps this year, but if it continues it will cause many more. I all stems from the attitude that we have to have the plane whether or not it is ready.

The first portion of the tape is when the whole squadron was present and the CO is speaking. This is where he blatantly says, "we have to lie until milestone 3." The second portion of the tape is just with the senior members of the unit. The [redacted] describes the butterflies in his stomach about the way we are doing business and how he is concerned about the safety of aircrafts. The [redacted] who has been the director of most of the lying, is the one who keeps saying other people need to come up with solutions. The [redacted] is also on the tape. He is the one who is upset because everyone complains about what we are doing, but when the CO gives them a chance to speak only a few stand up. Other voices on the tape are: [redacted]. Both oppose this practice. [redacted] is the one who says he has heartburn over being to do this at such a senior level and we should take the AMRR report as is. The AMRR report is the one that reports the A/C status. [redacted] is the one who says we have been giving solutions but they aren't listening. He also talks about lack of supply support.

This plane is not ready for the fleet. I have been on the program for over 2 years. Very few have been on longer than me. I have seen very few improvements over this period. Everything that is brought up as an issue is just brushed under the rug. This might be a great plane one day, but not today. It needs to spend at least another 2 years in test, with people who will identify the problems so they can be fixed.

Also included are an Aircraft Daily Status Report and a picture of our discrepancy board in maintenance control. The report shows every aircraft up from 29 Dec until 2 Jan. The exception is A/C 02 which is in MOD and therefore not in a reporting status. The pictures show a different story though. Everything written in red is a downer, meaning the plane cannot fly. This is how we have been doing business, not documenting downers and just noting them on the board. This is illegal.

Thank you,